

CLAIM AMENDMENTS

1-22. (Withdrawn)

23. (Currently Amended) A method of disabling a vehicle when a potential theft occurs, comprising:

- a) determining that a driver is not authorized to operate a vehicle;
- b) determining that said vehicle has deviated from a planned route; and
- c) disabling said vehicle when it is determined that the driver is not authorized to operate the vehicle and it is determined that the vehicle has deviated from the planned route.

24. (Original) The method of claim 23 further comprising tracking a location of said vehicle and notifying a central control of said location.

25. (Currently Amended) The method of claim 23 further comprising taking a picture of said driver.

26. (Currently Amended) The method of claim 23 25 further comprising transmitting said picture to a central control.

27. (Original) The method of claim 23 wherein said disabling comprises deflating a tire of said vehicle.

28. (Original) A method of disabling a vehicle , comprising:

- a) determining whether an allowable number of service hours has been exceeded by a driver;
- b) notifying a central control when said allowable number of vehicle service hours has been exceeded;
- c) determining whether said central control provided authorization to exceed said allowable number of vehicle service hours;
- d) notifying said driver that the vehicle will be disabled in a given period of time when authorization to exceed said allowable number of vehicle service hours is not granted; and
- e) disabling said vehicle.

29. (Original) The method of claim 28 further comprising activating the vehicle by entering a valid driver code.

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30. (Original) The method of claim 28 further comprising activating the vehicle by entering a valid driver code and a valid route code.

31. (Original) The method of claim 28 wherein a driver code of said driver is validated after a defined rest period has elapsed.

32. (Original) A method of disabling a vehicle, comprising:

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- a) determining whether an allowable number of service hours has been exceeded by a driver;
 - b) instructing the driver to stop the vehicle for a rest period when said allowable number of service hours has been exceeded by said driver;
 - c) determining whether said driver stopped the vehicle for a rest period;
 - d) determining whether a second driver began operating the vehicle;
 - e) notifying a central control that said allowable number of vehicle service hours has been exceeded when the driver did not stop the vehicle for said rest period and said second driver did not begin operating said vehicle;
 - f) determining whether said central control provided authorization to exceed said allowable number of vehicle service hours;
 - g) notifying said driver that the vehicle will be disabled in a given period of time when authorization to exceed said allowable number of vehicle service hours is not granted; and
 - h) disabling said vehicle.

33. (Original) The method of claim 32 further comprising revalidating a driver code after a prescribed time frame for rest has been achieved.

34. (Original) An apparatus for disabling a vehicle, comprising:

- a) a vehicle computer programmed to determining whether an allowable number of service hours has been exceeded by a driver; and
- b) a communications system coupled to said computer for notifying a central control when said allowable number of vehicle service hours has been exceeded, receiving authorization from said central control to exceed said allowable number of vehicle service hours, and notifying said driver that the vehicle will be disabled in a given period of time when authorization to exceed said allowable number of vehicle service hours is not granted, said computer being programmed to disable said vehicle when said authorization to exceed said allowable number of vehicle service hours is not granted.

61 35. (Original) The apparatus of claim 34 wherein said computer is programmed to activate the vehicle by entering a valid driver code.
